

Sunday Advertiser.

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EDITOR.

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THE YACHTING FRATERNITY.

Those who are familiar with yachts and their racing qualities had very little doubt of the result of the late contest in these waters. The Lurline was built for speed and, while she was owned by John D. Spreckels, had an almost unbroken record of success. As far back as 1887, there were famous races on the Bay of Monterey, in which she was triumphant. On her return trip to San Francisco, that year, after having been becalmed for two days off Pigeon Point, when she caught a favorable wind, she made the run in four hours and a half. In the hands of her present owner, she has been used mainly for sea travel and recreation, and to some extent has been remodeled, but she still retains her original lines and was easily re-invested with her racing capacity. The Lurline, moreover, had crossed the ocean several times and had cruised about the Hawaiian Islands, and this experience was a factor in her recent achievement.

The Anemone, though the largest of the three crafts, was constructed for safety and comfort, and is fitted up most luxuriously. Her ocean voyage, from New York to San Francisco, was a thorough test of her quality and placed her not far from the top of ocean yachts. Under the circumstances, her time from San Pedro to Honolulu was remarkable. She labored necessarily under some disadvantages, but proved herself not only an excellent sea boat, but unusually fast.

Our island appreciation and hospitality are most warmly and unreservedly extended to our visitors, whose enterprise and genuine sportsmanship commend them to the lovers of yachts throughout the world. It is quite natural, however, for Hawaiians to have the warmest affection for their little representative, La Paloma, which lost the second place through an accident. For a craft of that size to cross the Pacific Ocean, over two thousand miles, to make the coast voyage from San Francisco to San Pedro, and then to return at a rate which falsified the predictions of our most ancient mariners, was a daring exploit that demanded both pluck and endurance. Commodore Clarence Macfarlane, Captain Mosher and the small crew, won for themselves the honors that are always attached to such an exhibition of courage, both active and passive.

It must be remembered that, in an ocean race, a time allowance only approximates the equalization of conditions between yachts of different lengths and tonnage. Independently of all rules, La Paloma, as compared with the Lurline and the Anemone, took a risk that was almost exclusively her own. She went forth over the wild expanse of water, like the dove turned loose from Noah's ark, but she only had to make one trip and when she returned the olive leaf was in her mouth.

It may be taken as assured that, while the San Francisco catastrophe diminished the number of competitors, the superiority of the Pacific over the Atlantic for ocean yacht races has been fully established, and that the eyes of the most prominent yachtsmen in the Eastern States and in Europe will be permanently attracted to Hawaii, where the experiment that has proved so successful originated. The Three Brothers of 1906 have led the way. In 1907 it is likely that the entire yacht family will be present or represented.

A strong recommendation of Captain Slattery, as one of the three engineers to inspect the Nuuanu dam, has been made to the Advertiser. It is a pleasant fact to local circles that Captain Slattery has been promoted to his present rank while attached, as advisory engineer, to the Honolulu naval station. As an officer of the Engineer Corps, U. S. A., and a West Point graduate, he would lead skill as well as prestige to the inspection committee, and his acceptance of a place thereon ought to be satisfactory and gratifying to business men and the community in general. It is stated that Captain Slattery has given professional advice to private applicants therefor. Therefore it is hoped by those urging his nomination that he would not deny a request from the Governor to serve on this important public commission.

A commercial club would be a fine rounding up of Honolulu's business institutions.

SUPERVISOR LUCAS—Aw, that fellow's sore. Let them kick all they want to.

OLDTIME QUAKES IN LONDON.

London Titbits.

It is fortunate for us that earthquakes but seldom visit the British Isles, and when they do condescend to notice us they usually put on their mildest aspect. But that they have not always treated us with such consideration is proved by the following account of an earthquake which, in 1571, chose Herefordshire for its playground.

"At six o'clock on the evening of the 17th of February," we read, "a hill called Marclay Hill, with a rock under it, made at first a mighty bellying noise, which was heard afar off, and then lifted up itself a great height, and began to travel, carrying along with it the trees that grew upon it, the sheep-folds and flocks of sheep abiding thereon at the same time. In the place from whence it removed it left a gaping distance forty feet wide and eighty ells long—the whole field was almost twenty acres.

"Passing along, it overthrew a chapel standing in the way, removed a few trees growing in the churchyard from the west to the east, with the like violence it thrust before it highways, houses, and trees, made tilled ground pasture, and again turned pasture into tillage."

Little less terrifying were two earthquakes which startled Londoners out of their wits in February and March, 1750. "We have had a second earthquake," wrote Walpole to his friend, Horace Mann, "much more violent than the first; and you must not be surprised if, by next post, you hear of a burning mountain springing up in Smithfield. I had been awake and had scarce dozed again—on a sudden I felt my bolster lift my head. I thought somebody was getting from under my bed, but soon found it was a strong earthquake that lasted nearly half a minute, with a violent vibration and great roaring. I got up and found people running into the streets."

So alarmed were Londoners by this second earthquake, and by the predictions of a third, that thousands of people spent the nights parading the streets in a state of frantic terror, and Hyde Park was crowded with campers-out, the more daring whiling away the hours by playing cards by candle-light. Fortunately, the third earthquake did not come to London; but during the next six months a series of alarming shocks were felt over the whole of England—between Yorkshire and the Isle of Wight.

On August 13, 1816, severe shocks were felt over the North of Scotland, causing the utmost terror and consternation. "At Inverness," we are told, "women fainted, and many were seen in the streets calling out that their children had been killed in their arms. Many houses were damaged, and almost the whole were forsaken by the inhabitants, who fled under an impression that a second shock might occur. The walls of many houses were rent from top to bottom. One man declared that he was tossed in his bed, as he had never been tossed out at sea, for full five minutes. Some years later Scotland experienced a hundred and forty earthquakes during the winter of 1839-40.

In 1692, on September 8, an earthquake, which was felt through all the home counties, filled London with panic and the streets with awe-stricken crowds shrieking for mercy and convinced that the end of the world was at hand; and on April 5, 1580, another earthquake set the church-bells of London ringing and destroyed several buildings, including a part of the Temple church. The same shock brought down several castles in Kent and a portion of the cliff at Dover.

THE BYSTANDER



Songs That Have Power.

Practical Prohibition.

Etiquette on Shipboard.

The Governor's Politeness.

Probably only a few friends will remember the coming and going of the little old-fashioned iron gunboat Manila, which came into town one morning four years ago and spent three quiet weeks patching up before she could proceed; and then came within an ace of going down before reaching the Coast. Well, I am reminded of the little craft principally by an order of Secretary Bonaparte, that the navy, by its officers, may not sing songs "derogatory" of the Filipinos. On board the boat were a jolly lot and one of them knew more of the songs of the "Empire" than any other man in either arm of the service, and it is believed that he wrote more of them, too. Ensign, now Lieutenant, Cotton was navigator of the Manila and, with his banjo, led the chorus which echoed across the bay when the wardroom became reminiscent. Most of the crew were going home to take leave or quit the service, and every officer was overdue for shore leave. Some of those lads had been for four solid years in service around the steaming islands of Aguinaldo and couldn't be blamed for a little bit of soreness.

The song that Secretary Bonaparte has proscribed is not a classic, it's a wail. It cannot be refined or perfumed, for it's rank, but more real feeling was compressed into it, sometimes, than is aroused by Patti's "Home, Sweet Home." The tune, as the newspapers had it, is, "Tramp, Tramp, the Boys Are Marching." The words, as recalled, run this way:

In the land of dopey dreams,
In the peaceful Philippines,
Where the bolo man is hiking night and day;
There the fierce Tagalo creeps,
And the smiling shavetail sleeps,
While the sorry soldier sings this evening lay:

D—, d—, d— the Filipino,
Cross-eyed kakayak ladrone,
Underneath the starry flag
Civilize him with a Krag
And return us to our dear beloved home.

Social customs they have few,
All the ladies smoke and chew,
And the men do things the Padres say ain't nice;
But the Padre cuts no ice,
For he lives on fish and rice,
And the sorry soldier sings this evening lay:

D—, d—, d— the Filipino (vociferously).

Do you wonder that the song has lived? Do you wonder that men who had spent days and nights in cane-brakes and on mountain side, hearing the swift thrust of the Kris and seeing comrades drop beside them, victims of an unseen foe, felt that song as well as voiced it? Anyhow, it's a tribute to a jingle that it continues its round of the world, under the "Starry Flag."

It's not the first time that a song has proved a thorn in the flesh for officials, nor even the first time for Philippine officials. Perhaps the first one was a song written by the same author and composer as the above, which gave Maj. Gen. Otis several bad quarters of hours before he issued a rescript against it. It was in 1899, when Aguinaldo was getting busy, with his army first in one place, then in another, and Gen. Otis was vainly trying to catch up with the insurrecto and force a fight in force, that the muse was compelled to recognize the state of affairs which was in no wise complimentary to Gen. Otis. There were a series of verses about the hiking and the boling, the fighting and the running away, the whole ending as a chorus with the wail attributed to Governor General Otis:

Am I the boss,
Or am I the tool,
Am I the Governor General or a hobo,
A hobo.
I'd like to know
Who's the head of the show,
Is it me or Emilio Aguinaldo?

And though he said stop, the boys and men wouldn't stop and the song swept fleet and camp until at length Manila had to issue orders to stop it, which, of course, meant quietness instead of riot, but never forgetfulness.

The anti-Imperialists of Boston were a super-heated colony just about five years ago and certainly were constantly on the lookout for something new about their young proteges. But they never used the opinions of returned soldiers as voiced in their songs, which certainly represented the calm thoughts of the fireside. We were out one night on the great old battleship Oregon when the bulldog was here with Admiral Bob Evans several years ago. The juniors were in the vast majority, but there were ensigns who had done two and a half to four years on the Cavite station and who were going back, not home in the Buffalo, which was to leave next day.

It was a jolly crowd, with songs and stories and banjos and guitars and that this thing of travel and service and gold lace and dance is not all known by every one with ears when suddenly all others became silent as a full young man's voice sang:

It's home, boys, home;
It's home we want to be.
It's home, boys, home,
In God's countree,
Where the ash and the oak and the bonny maple grow—
To h— with the Philippines,
It's home we want to go.

And then when the echo across the light-studded bay had answered back its "Oh," and we homestayers began lightly to applaud, those boys, who had been shooting at Filipinos and playing target for their four years, jumped up and sang that chorus 'till it was a declaration of faith. Frankly I believe that the singing of those camp-fire songs in the homes of 50,000 American volunteers has had much to do with the sentiment against American possession of the archipelago of the East. I don't know just who wrote those songs, perhaps no one does, but they have stuck.

My friend, John Martin, who has a good nose for intoxicants, but no appetite for them, tells me that there has been a revulsion of feeling recently towards the work of the Anti-Saloon League on the part of the plantation managers. The managers are finding that the presence of fifth-class saloons in places accessible to their workmen is affecting the work in the cane fields. Thence the change of feeling.

"A short time ago," said John, "I couldn't get a kind look when I made my trip through the islands, but I know it would be different now. Those letters in the papers from the plantation managers kicking about the fifth-class saloons on their places show how they are feeling."

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COMMERCIAL

DANIEL

Since last report 96 degrees test centrifugals have advanced. New York, the present quotation being 3.61 cents a pound, \$72.20 a ton, the same time the parity of European beets has improved 40 cents a ton, the figure being \$75.20.

Willett & Gray under date of June 24, gave a visible supply of sugar for Europe and America of 3,220,416 tons against 2,403,880 tons last year, an increase of \$16,536 tons. Their estimated increase in the world's production is 2,694,898 tons. Discussing the Cuban situation Willett & Gray say "there is promise of a possible sensational increase in the Cuba crop of 1907, but it is entirely too early yet to speak with definiteness about this."

A. F. Judd's mission to the Philippines for labor was fiercely attacked on his arrival by the American and native press of Manila, but more than a fortnight after the outburst he was able to cable news of the approval of the scheme by the Philippine Commission, upon condition of having the return of the people safeguarded.

E. R. Stackable has left Washington for the Azores and Northern Italy as agent of the Board of Immigration of Hawaii to investigate the possibilities of obtaining a class of laborers who will settle in the islands.

Henry P. Baldwin has resigned as manager of Hawaiian Commercial & Sugar Co. and is succeeded by his son F. F. Baldwin. Mr. Baldwin has been engaged in sugar raising for forty-six years and is easily at the head of the Hawaiian sugar industry today. He will continue his practical interest in the big plantation as managing director. His successor has had much experience in the industry, latterly as assistant manager of H. C. & S. Co.

Pioneer Mill Co. finished grinding the 1906 crop on Wednesday afternoon, with a crop of about 22,500 tons.

Prices on the local exchange have remained steady during the week, with the following few transactions: Honolulu Brewing & Malting Co. (\$20), 345, 60, 65 at \$25.50, 60, 70, 80 at \$25.25; Oookala (\$20), 40 at \$5.50; Ewa (\$20), 20 at \$23.50, 100 at \$23.37½, 40 at \$23.50; Waiialua (\$100), 100, 50 at \$57; Pioneer (\$100), 10 at \$135; Cahu (\$100), 5 at \$95; Waiialua 5s, \$1000, \$500 at \$98; Haiku 6s, \$1000, \$2000 at 102; Paia 6s, \$2000 at 102.

Dividends: June 30, 1906—C. Brewer & Co., 2 per cent.; Ewa, ½ per cent.; Honouliuli, 1½ per cent.; Waimanalo, 2 per cent.; Wailuku, 2 per cent.; Haw. Electric, ¾ per cent.; Olowalu, 1 per cent.; Hon. B. & M. Co., 1 per cent.; I. L. S. N. Co., ¾ per cent.; Hon. R. T. & L. Co., pfd. semi-annual, 3 per cent.; Hon. R. T. & L. Co., com. quarterly, ¾ per cent. July 1, 1906—Haiku, 2 per cent.; Paia, 1½ per cent.; Pioneer, 1 per cent. July 5, 1906—Haw'n Com. & Sugar Co., 65c, share; Paauhau, 15c, share; Onomea (San Fran.), 30c, share.

BUSINESS, REAL ESTATE, ETC.

An announcement was made by the Henry Waterhouse Trust Co. yesterday to the effect that the entire stock of merchandise of the Pacific Hardware Company, Ltd., had been sold to E. O. Hall & Son and Theo. H. Davies & Co. The new owners have taken immediate possession. No definite plans have been arranged as yet for the disposition of the stock. It will be necessary, under the terms of the purchase, to keep closed the doors of the Pacific Hardware Co. store and warehouse until a recount of the stock has been made. Included in the sale is all of the real estate and leaseholds, as well as stocks in other corporations owned by the Pacific Hardware Co. All contracts and orders held by the Pacific Hardware Co. are to be assumed by the purchasers. Mr. Isaac Dillingham and Mr. H. P. Benson represented the shareholders of the Pacific Hardware Co. and Mr. E. H. Paris of E. O. Hall & Son acted for the buyers. Negotiations were made through the Henry Waterhouse Trust Company. The Pacific Hardware Company will set about immediately to collect in all outstanding accounts, after which the corporation will disincorporate. The transaction runs about \$250,000. Book accounts remain with the Pacific Hardware Co.

At Morgan's salesrooms yesterday the foreclosure sale of lands in Kona was postponed for one week. A piece of land on Kalihi road was sold to the order of J. F. Morgan for \$225. A house and lot in College Hills did not reach the upset price.

Among deeds recorded are one from Joseph A. Victor and wife to W. H. Fenton-Smith et al., trustees, of land and buildings, Waimanue street, Hilo, for \$2800, and one from Esther K. Koki and husband to Liliuokalani of 11-100 acre of land, Waikahalulu, Honolulu, for \$2000.

Captain Slattery, Engineer Corps, U. S. A., has paid out the following sums

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LITTLE TALKS

C. L. TUTT—I shall certainly come this way again.

SENATOR PARIS OF HAWAII—I am out of politics.

JOHN MARTIN—Tidal wave, pshaw! Tidal wave of beer—that's what it is.

GEORGE LYCURGUS—We are going to do big things with that koa lumber business.

CHARLEY ACHI—I let all these fellows play their cards, and then I trump the trick.

J. M. M'KINNON—Wahiawa is the boss place to spend a vacation. I've just got back.

JIM QUINN—There is a lot doing in politics, a whole lot. But nobody is saying much about it.

WILL E. FISHER—There's more trouble deciding on the judge of a dog-show than in appointing a judge of the Circuit Court.

"DOONEY" HARTMAN—I had a parrot that could whistle "The Old Oaken Bucket" and as soon as he learned it he went and kicked it.

M. C. PACHECO—Some people I know were actually disappointed because the tidal wave, scheduled for last Friday, didn't come off as predicted.

W. H. M'INERNY—The Hawaii Yacht Club will be disappointed if the public doesn't attend tomorrow night's reception at the Moana Hotel, in force.

COLLECTOR GREEN—A newspaperman told me the other day that the only reason he didn't take the poor man's oath was that he didn't know how the poor man would fare without it.

PALMER WOODS—I had concluded to keep out of it this time, but—well the Democrats and Home Rulers on Hawaii will fuse, and I will make the run for the Senate again. Otherwise, it is all for Kuhio down here.

"FLYING" SNAKES.

(Literary Digest.)

The word "flying" is loosely applied to several creatures that have the power of sustaining themselves in the air during long leaps, or of breaking a fall, by some peculiar disposition or posture that furnishes a resistance to the atmosphere. We may therefore justify the name "flying snakes" given in Knowledge and Scientific News (London, May) to certain tree snakes of Borneo of which Dr. R. Lydekker writes in its columns as follows:

"Altho the alleged flying powers of certain Malay frogs is now generally considered to be a myth, according to Mr. R. Sheldford, who recently read a note on the subject before the London Zoological Society, three tree-snakes from Borneo are stated by the natives (and native testimony has, very generally at least, a foundation of truth) to be possessed of the power of taking flying leaps from the boughs of trees to the ground. In all three of these, the scales on the lower surface of the body are provided with a suture or hinge-line on each side; and by means of a muscular contraction these scales can be drawn inward, so that the whole lower surface becomes quite concave and the snake itself may be compared to a rod of bamboo bisected longitudinally. By experiments on Chrysocopea ornata it was seen that the snake when falling from a height descended not in writhing coils, but with the body held stiff and rigid, and that the line of the fall was at an angle to a straight line from the point of departure to the ground. In the author's opinion it is highly probable that the concave ventral surface of the snake helps to buoy it up in its fall, as it can be shown that a longitudinally bisected rod of bamboo falls more slowly than an undivided rod of equal weight."